

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4813

晚十三月二年一十三號光

TUESDAY, APRIL 4, 1905.

二拜禮

號四月開英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO, LONDON, NEW YORK, NAGASAKI, HONOLULU,

LYONS, SAN FRANCISCO, SHANGHAI, ROMBAY,

TIENTSIN, PEKING, DALNY, KOBE.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD., THE UNION OF LONDON AND

SMITHS BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

" TAKEO TAKAMICHI,

Manager.

[In Hongkong, 29th March, 1905.]

20

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$5,000,000

RESERVE LIABILITY OF PROP. TORS. \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.

H. A. W. SLADE, Esq., Deputy Chairman.

E. Goetz, Esq.

H. Schubart, Esq.

Hon. W. J. Gresson, Esq.

A. Haupt, Esq.

Hon. R. Shawan, Esq.

G. H. Medhurst, Esq.

A. J. Raymond, Esq.

CHINE MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 27th March, 1905.]

22

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½% per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902.]

23

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow

Tientsin Tsingtau Tsingtau

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted

M. HOMANN,

Manager.

Hongkong, 1st April, 1905.]

24

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

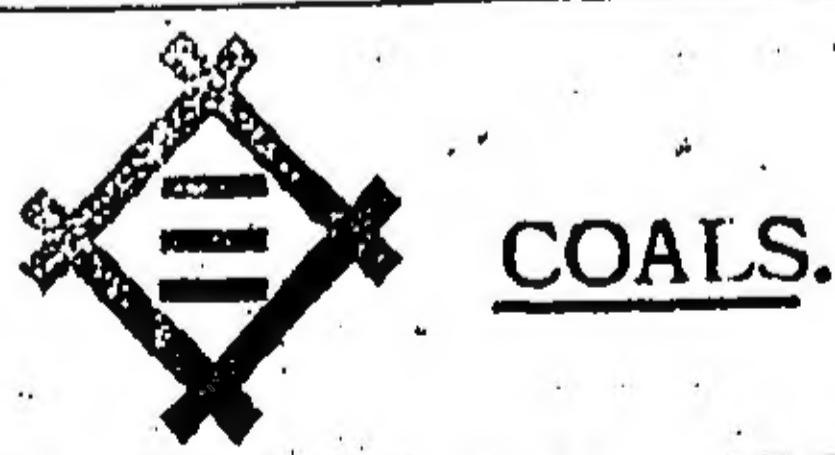
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1905.]

25

JAPAN



THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chonmipo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldurra, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Epimontans, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onbara, Otoyo, Sashara, Tsubakuro, Yoshinotan, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

[26]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI..... { COROMANDEL, G. M. Monford, R.N.R. } About 7th Freight and Passage.

LONDON, &c..... { NUNIA, F. N. Tillard, } April 8th, Noon. See Special Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, MANILA, H. G. H. Lewellen, R.N.R. About 12th Freight and Passage.

COLONBO, PORT SAID and MARSEILLES, C. R. Longden, R.N.R. April 15th Freight only.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE, POONA, C. R. Longden, R.N.R. April 15th Freight only.

(Passing through the Inland Sea.)

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 4th April, 1905.]

Intimations.

All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905.]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special. \$16.00 per case 12/1

White Label \$24.00, 12/1

KRUSE & CO.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.]

This space is reserved for

LONG, HING & CO.,
PHOTO GOODS DEALERS,

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904.]

ACHEE & CO.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905.]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.]

A. F. DAVIES,
Acting Manager.

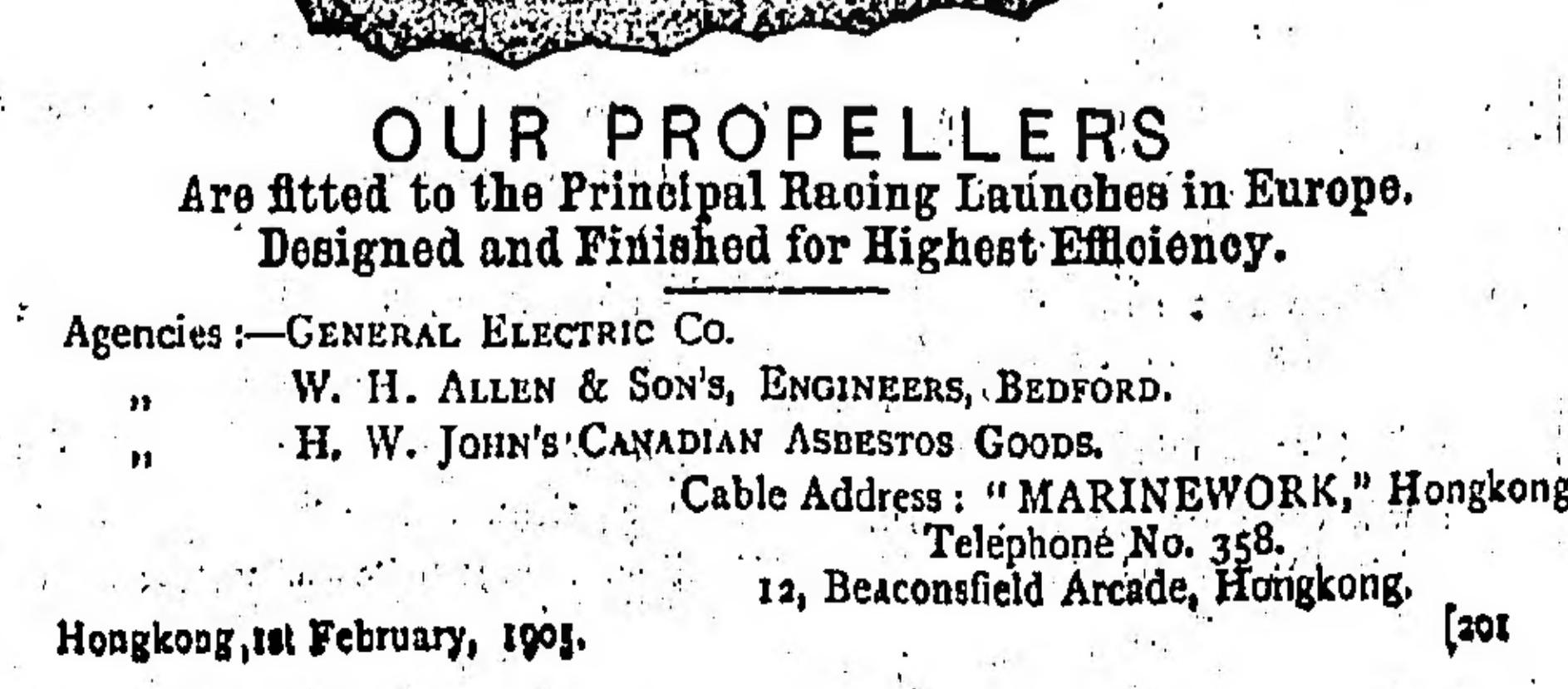
[26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.



Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E
BLEND
A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

[32]

WINES
AND
SPIRIT MERCHANTS,
HONGKONG,
34, QUEEN'S ROAD CENTRAL,
FIRST FLOOR,
(WM. POWELL & Co.'s old premises)

BURGUNDIES.

Per case, quarts.

Nuits	... \$15.60
Macon	... 15.60
Beaunes Ordinary	... 18.00
Do. Superieur	... 21.75
Volnay	... 23.40
Do. Superieur	... 27.00
Pommard	... 33.60
Chambertin	... 38.70
Clos Vougeot	... 47.70
Greve enfant Jesus	... 54.00
Sparkling Burgundy	... 24.30
Sparkling Pommard	... 39.60
Sparkling Chambertin	... 48.60

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 27th December, 1904.

LOCAL AND GENERAL.

THE Swatow railway riot having been settled and work resumed, the Board of Commerce will grant leave to Director Chang Yu Nan to go abroad.

MR. A. Samad, late interpreter at the Magistracy, has been transferred, on promotion, to the Harbour Office, where he has assumed the duties of fourth clerk.

THE first lot of copper, 10,000 piculs, contracted by the Nanking Copper Coinage Mint from Messrs. Carlowitz & Co. has arrived at Shanghai and the Provincial Treasurer has ordered the Taotai to pass it duty free so that it might be transhipped to Nanking.—*Eastern Times*.

THE visit of the Prince and Princess of Wales to India will be unusually long. They will arrive in November, and leave in March. Their tour will be an extensive one, and will unquestionably excite very widespread interest in India. The presence of the Princess of Wales will give a special and distinctive character to the visit. The Government have done a very wise thing in prohibiting the exchange of presents. When the present King visited India, the present question gave rise to some awkward difficulties, and it was said that one or two of the native Princes had embarrassed themselves by costly gifts.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contributions.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.

The rates per quarter and per month are proportional. The daily issue is delivered free when the address is accessible to messenger. No copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copy. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 4, 1905

HONGKONG SHIPPING
ENTERPRISE.

Much heart-searching has been occasioned in Manila by the action of the China Navigation Company of Hongkong, of which Messrs. Butterfield and Swire are the managing agents, in reducing the freight and passenger rates between Zamboanga and Hongkong and Sydney. Under the new conditions it will be possible for shippers in Zamboanga to send their products to Hongkong at rates twenty-five per cent. cheaper than they could send them to Manila, while the round trip between Zamboanga and Hongkong will cost about 60 per cent. less than the trip to Manila. In other words, although Hongkong is 600 miles farther from Zamboanga than Manila, the freight and passenger charges will be very considerably lower, and merchants will have the advantage of dealing directly with one of the great shipping centres of the Far East. The immediate outcome of the enlightened policy adopted by the China Navigation Company can easily be forecasted. The merchants of Zamboanga, which forms the outlet for the produce of the Moro province, and includes a large share of the trade of Illoilo and Cebu, are not likely to pay the exorbitant demands of Manila shipping companies when they are provided with a regular and fast service to Hongkong and Sydney by a competing line. It is little wonder then that Manila merchants are indignant at the short-sighted and narrow policy of the shipping firms which operate boats between Manila and the principal ports of Mindanao. What is Manila's loss, however, will prove to be Hongkong's gain, and in the end it is bound to lead to closer ties between the two colonies of Great Britain and the United States. Already there are signs that the interests of Hongkong and the Philippines are very intimately allied, particularly in the shipping trade; and now it would seem that Australia is likely to become another factor in the prosperity of the archipelago. There is at present in Manila an Australian Commissioner who frankly states that he is spying out the land with the object of learning what markets are open to Australian products in the Philippines. With a direct port of call from Australia, the possibilities of Zamboanga as a distributing centre are greatly increased, and it is claimed that the enterprising Australians will be in a position to supply the people of the Moro province with fresh meat, vegetables, fruits and food stuffs of all sorts cheaper than they can obtain them from Manila. Furthermore, the Manilans can see the day when the people of Zamboanga will visit Hongkong in preference to Manila, when they are overburdened with money, or desire relaxation and rest. It is a pretty picture from the Hongkong point of view, and it only remains now to discover how far it will come true.

THREE Chinamen, lately arrived in the Colony from Penang, took a pair of bangles to a pawnshop at No. 123 Queen's Road, West, and as they appeared to be gold the accountant said he was prepared to advance \$150. As they were strangers to him he said he preferred to hand over the money to them in their house, together with the pawn-ticket. The party accordingly adjourned to Western street, and the accountant being satisfied handed over the pawn-ticket and \$50 in one note of \$100 and 10 of \$5 each, and left the house. In the meantime one of the men in the pawn-broker's shop had tested the bangles, and found them to be copper, heavily plated with gold. He at once rushed to the Police Station and reported the matter to Inspector Collet, and detectives were sent out to look for the men in question. They were soon found trying to change the \$100 at a money-changer, at 327 Queen's Road, West, and on the men being taken to the station the other 10 notes of \$5 each were found in the possession of the first man, as well as the pawn-ticket, so that all the money was recovered. The men were placed before Mr. Kemp at the Magistracy this morning, and charged with obtaining money by false pretences and sentenced to two months' hard labour and three hours in the stocks each. So well were the bangles made, and so deceptive in appearance, that His Worship retained them temporarily for examination, and to show his colleague in the other Court.

ACCORDING to the latest news from Linchow Kwangsi, Huang Chung Hau has recently captured at Tu Chia Chuan village the notorious outlaws Len Kiu Eu, Siu E, Iwang Tsai, and Chang Kuei Sung, as well as Chang Lao Che, Mu Ching Hsiang, and Mu Kwang Liang, who supplied the outlaws with provisions and ammunition. After trial, they were all beheaded. At 1 p.m., Wang Yen, Wang Mun, Wang Shao Te, Mu Sun, and Iwan others were shot.

A CHINA lad came from Canton on Sunday, and passing down the Pei-ya East he suddenly became enamoured of a Chinese woman, old enough to have been his mother, and attempted to embrace her. The woman objected to public osculation, and kept the youth off, and his sudden love turned to sudden hate. He first slapped her face, scratched her, and he threw her down so violently as to cut her lip and her arm; while in the *melee* she lost a gold earring. Her cries attracted the attention of a *Lukong*, and the boy was arrested on the spot. The culprit was placed before Mr. F. A. Hazland at the Magistracy this morning, and sentenced to 28 days' hard labour and six hours' exposure in the stock.

A CHINESE Police sergeant arrested a hawker for hawking without a licence and in the man's possession were found four forks and four spoons stamped with the name of the Café Weissmann. The hawker said he had bought them, and went and found the boy who sold them to him. The boy—a youngster of some eleven years of age—was arrested and charged with the theft, while the hawker was further charged with receiving stolen property, well-knowing the same to have been stolen. The boy was sentenced by Mr. J. H. Kemp to 48 hours' detention, and to receive 12 strokes with the birch rod, while the receiver was sent to two months' hard labour and six hours in the stocks. His Worship remarking that if there were not so many of these ready receivers of stolen property there would be fewer thefts by boys.

A PROFUSELY illustrated and interesting production is the second number of "The Far East," published by the *Shanghai Mercury*, Ltd., at Nanking Road, Shanghai. The frontispiece is a copy of an ancient map of the world as conceived by the Chinese and Korean mind. Mr. H. H. Hallibert, who furnishes an explanatory article, points out that the Oriental has allowed himself to draw more heavily upon his imagination than the Occidental dared to do. As in the middle ages Italy was the geographical centre of the world as known to the Occident, so China, "the Middle Kingdom" was the centre of all things to the denizen of the Far East. The author of the article supplies an index to the map which enables readers to follow the strange document with considerable interest. A beautifully illustrated article deals with Chinese cotton, while F. Boden has contributed an account of a journey in the Land of the Rising Sun, and illustrates his subject with many fine views. "Sinophilus" writes on a visit to the aborigines of China, and his remarks should be of especial interest to Hongkong readers inasmuch as he started his journey at Tschuchow, whose district borders included the northernmost portion of Kwangtung. The "Far East" is issued on the 15th of each month, and can be obtained from the publishers at \$7.50 per annum, or 75 cents a single number.

GUNNER S. A. Gilchrist, of the Royal Garrison Artillery, was placed to-day before Mr. Hazland at the Magistracy, charged with the theft of a gold ring, set with precious stones, and valued at £1, the property of Mrs. Bardsley, wife of Sergeant Bardsley, of the R. G. A. It is alleged that when the loss of the ring was discovered and reported to the police, the accused went to the police and informed them that he had been making a few investigations on his own account, and had seen the ring in a jeweller's shop in Queen's Road, and would take them there and show them the place. A constable was despatched to accompany the man, and he took him to the shop, Yee-shan, No. 30, Queen's Road Central, and there asked Yu to show the constable the ring he had lately bought. The ring was produced and when Yu was asked who he got it, he alleged the accused had sold it to him for \$4. The accused stoutly denied this, but Yu was positive in his identification, and the accused was accordingly arrested on the charge.

In the case was removed and on the morning Yu Shan was also arrested and charged with receiving stolen property. This case was also remanded until to-morrow, at the same time.

THREE Chinamen, lately arrived in the Colony from Penang, took a pair of bangles to a pawnshop at No. 123 Queen's Road, West, and as they appeared to be gold the accountant said he was prepared to advance \$150. As they were strangers to him he said he preferred to hand over the money to them in their house, together with the pawn-ticket. The party accordingly adjourned to Western street, and the accountant being satisfied handed over the pawn-ticket and \$50 in one note of \$100 and 10 of \$5 each, and left the house. In the meantime one of the men in the pawn-broker's shop had tested the bangles, and found them to be copper, heavily plated with gold. He at once rushed to the Police Station and reported the matter to Inspector Collet, and detectives were sent out to look for the men in question. They were soon found trying to change the \$100 at a money-changer, at 327 Queen's Road, West, and on the men being taken to the station the other 10 notes of \$5 each were found in the possession of the first man, as well as the pawn-ticket, so that all the money was recovered. The men were placed before Mr. Kemp at the Magistracy this morning, and charged with obtaining money by false pretences and sentenced to two months' hard labour and three hours in the stocks each. So well were the bangles made, and so deceptive in appearance, that His Worship retained them temporarily for examination, and to show his colleague in the other Court.

HONGKONG PROSPECTS.

The interviewer asked Mr. Ray whether, in his opinion, the prospects of the Hongkong shipping trade for 1905 could be considered favourable.

"Everything depends upon affairs in the North," Mr. Ray replied. "In the event of peace being declared, you will find the place crowded with shipping which have no charters and are willing to take anything that comes along. There are about 120 Norwegian ships alone in the East. At present they are engaged in the Japanese trade, and so long as the war continues they are not likely to enter into competition with local boats, but should peace arrive there will be another story to tell; we shall be overwhelmed by the tonnage of these boats, and it is difficult to say what will happen. But it is too early yet to forecast the prospects of the year. We can only wait and see how matters turn out."

HONGKONG SHIPPING.

PROSPECTS FOR THE YEAR.

A SHIPBROKER'S OPINION.

The latest statement of charters effected with vessels trading on the China coast, issued by Mr. E. C. Ray, shipbroker, Hongkong, affords some idea of what may be expected during the year in the shipping trade. In conversation with a representative of the *Hongkong Telegraph*, Mr. Ray referred to the rate obtained for rice freight from Saigon to Hongkong. The *Tamlin*, had obtained 13 cents per picul, which is lower than the general figure.

THE RICE TRADE.

"The reason is," said Mr. Ray, "that all the rice in Saigon has been bought up, mainly for the Japanese, and every one of the mills in Saigon is going night and day to meet the demand. A considerable quantity of the rice will go to the Philippines. The rice that goes to Japan is not for immediate use; it is kept and stored, no doubt for war purposes. The Japanese have been doing that since the war began. In Hongkong there has been a fair demand for rice which it is intended to dispose of in Japan; but that rice has come from Bangkok, Saigon and Haiphong. The export trade in rice begins early in March and in a week or two it will not be of much account; prices are low and there is very little going on. With regard to the Philippines, I have been fixing prices at 36 to 40 cents per picul, that is a paying price; but it will go off again in a couple of weeks. Two long steamers to carry 50,000 piculs have been chartered at 30 cents per picul, but this is nothing exceptional—indeed, it is not quite good enough for this market."

NEWCHIANG TRADE.

Questions were asked on the subject of the Newchiang trade. Mr. Ray said that he did not look forward to very bright prospects from that quarter.

"This year a lot of steamers have gone up to Newchiang with produce," he said; "but these boats are finding it very difficult to get any cargo back and you can't make a quotation from Newchiang. Last year the market opened from Newchiang to Canton at something like 45 cents per picul. It immediately rose to 60 cents. This year, however, boats have been entering from Newchiang to Swatow—and the same price applies to Hongkong—at 23 cents. But you cannot get 20 cents to-day."

LAST YEAR'S CONDITIONS.

In this connection it should be borne in mind that the conditions prevailing at Newchiang in April last year were vastly different from what they are today. Then Newchiang was in the possession of the Russian troops; the sea in the vicinity of Newchiang was heavily mined, floating and submarine dangers, everywhere abounded, and in taking cargoes for that port shipowners had to consider the possibilities of destruction before Newchiang was reached and the probability of capture by the investing Japanese squadrons. In addition to that, there was an exceeding scarcity of tonnage, so that the reason for the high rates prevailing is obvious. Even now, it may be taken that a rate of 30 cents per picul is quite 25 per cent. above the average price ruling before the outbreak of hostilities.

Mr. Ray stated that last year at this time the rate from Saigon to Hongkong was 21, 24 and 25 cents per picul, which, he remarked, showed that there was good business being done. This year prices are lower.

COAL CHARTER.

With regard to the subject of coal charters it was pointed out that, according to the report, \$1.40 per ton was paid to the *Stanley Dollar* from Moji to Hongkong.

"The Japanese Government have stopped the indiscriminate shipments of coal from Moji to foreign countries," said Mr. Ray. "All the better class of coal is being kept in the country, no doubt for the use of the Government warships, transports, etc. The Government have not interfered with contracts, however. It cannot be said that \$1.40 per ton is a good rate; indeed, on the contrary, it is a low figure. We had it at \$2.80 and \$3 for a time, but the immense tonnage which has been coming out here all the year has been responsible for a reduction in the rates. These boats are glad to get anything they can find in the way of cargo, and rates are cut down to next to nothing." In the north of China there has been a lot of charters going about for small steamers, mostly for the Japanese account. That has taken the steamers capable of carrying about 25,000 piculs off the market, but there are still plenty of big steamers looking for charters."

MISSING PERSON FOUND.

Yesterday afternoon a Japanese woman went to No. 2 Police Station and reported that her master, "Mister Smith," was lying very ill and destitute in his house at San Wa Fong, near by, and asked the police to go and see what could be done for him. The inspector in charge immediately despatched a constable, who shortly after returned and reported, upon which the inspector went to the house and discovered that the sick and destitute man was no other than Henry Smith, who, as we announced months ago, was missing. Smith had been employed at the rope works, but resigned after drawing his salary, and quietly disappeared.

Though advertised for and sought for by his friends, he was not heard from again.

It now appears that he has been living in this semi-European district ever since, on the proceeds of his last salary and his savings, until all his funds were exhausted.

The Japanese woman stated that her master was subject to some sort of fits, and as he appeared to be very ill, the inspector sent for an ambulance, and had him removed to the Government Civil Hospital, where he was admitted and detained for treatment.

This disposes of the theory that he had met with foul play for the money he had about him when last seen!

SHIPPING AND MAIRS.

MAILS DUE.

Canadian (*Tartar*) 5th inst.

English (*Coromandel*) 6th inst.

American (*Siberia*) 7th inst.

Canadian (*Empress of India*) 10th inst.

German (*Prinz Heinrich*) 11th inst.

Indian (*Nausang*) 12th inst.

The J. C. S. N. Co.'s s.s. *Namsang* left Calcutta for this port via the Straits on 1st inst., and is expected here on 12th inst.

TELEGRAMS.

[Reuter's.]

The "Varsity" Boat Race.

LONDON, 1st April.

The Varsity boat race resulted in an easy win for Oxford.

The Grand National.

"Kirkland" 1.
"Napper Tandy" 2.
"Buckaway" 3.

The Japanese Loan.

2nd April.

The subscriptions to the American half of the Japanese loan amounted to nearly £100,000,000.

The Emperor of Germany's Tour.

The Kaiser has left Gibraltar for port Mahon and Naples.

The Times remarks it is not surprising that the Queen left Gibraltar a few hours before the Emperor's arrival considering that he came directly after an overt demonstration against the Anglo-French entente.

The Third Baltic Fleet.

Admiral Nibogatoff's third Baltic squadron has passed Tarin making for Jibut.

The Anglo-French Entente.

The scrupulous adhesion of England to the Anglo-French agreement on the occasion of the Kaiser's visit, gives satisfaction in France.

Prospects of Peace.

Later.

Official denials of peace parleying are plentiful, but there is a firm conviction on the Paris and St. Petersburg bourses that peace is approaching.

Supplies for Vladivostok.

PREPARING FOR A SIEGE.

Ten trains are leaving Russia daily laden with commissariat and war material for Vladivostok in view of a forthcoming siege.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board is being held in the Board room this afternoon when the following business is down for transaction.

THE CEMETERY Bye Laws.

The Hon. the Principal Civil Medical Officer was directed to inform the Board that His Excellency the Governor is not prepared to agree to any amendment of the Cemetery Bye laws, Nos 4 and 14, on the lines indicated by the Board's resolution of March 21st, 1905. There was no formal reply from the Hon. the Colonial Secretary, but simply a minute addressed to him as President instructing him to convey to the Board the purport of certain minutes by His Excellency the Governor and the Colonial Secretary.

CHINESE TRANSLATIONS.

The Hon. the Registrar General submitted a minute relative to the form of Chinese translation of letters by the Board to Chinese. He stated that towards the end of last year there was a discussion at a meeting of the Board as to the form of translation of letters written by the Board to Chinese. Nothing was then said about such a thing, but he had since been told that a stamp in Chinese is affixed to each letter sent to Chinese, telling them to apply at the Board's office if they want it interpreted. He had seen numerous letters from the Sanitary Department to Chinese, but he had never yet seen this stamp affixed, and he learned from inquiries he had made that it was not on every letter. If the present procedure was to be adhered to, it would be advisable (1) to have the notice *printed* on the letter paper, (2) to alter the notice to read "an explanation of this letter will be given on application at the Board's Office, or at a District Office, between the hours of—and—". People should not be compelled to come to the Central office from Kowloon Causeway Bay, or Kennedy Town, (3) There should also be a notice in English to the effect that "District inspectors are directed to explain this communication." (4) The instructions to these inspectors should contain an instruction that it is part of their duty to explain these letters, and a fixed time should be given when the inspectors should be in attendance at their offices.

Mr. Au Runjin submitted:—All notices should be translated similar to those for filling up rat runs. (5)

Mr. Lau Chi Pak submitted:—I agree with the Hon. the Registrar General. All the inspectors should be instructed to explain when asked. I may say that in the majority of cases people are prosecuted and fined more for ignorance and want of explanation than for wilful negligence or non-compliance.

PUBLIC WATER SUPPLY.

The Government Analyst submitted his report on samples of water taken from wells at Pokfulam, Tytam, Cheung Sha Wan and Kowloon, all of which were found of excellent quality.

LIME-WASHING.

For the fortnight ending 28th March, the report showed that 3,318 houses were lime-washed, under the supervision of the Sanitary Board's officers.

Two British Emigration Agents established an office at Tsingtao for the purpose of enlisting 3,000 coolies for the gold mines in South Africa. They did not meet with the success they expected, as only 100 coolies signed on and embarked in the trains for Tsingtao. On arrival of the trains in Tsingtao it was ascertained that only 30 decided to go, the rest thought better of it and decamped, says a German telegram.

"MEXICO, YESTERDAY AND TODAY."

[Reuter's.]

In sending us a copy of a book, bearing the above title, which with the authority of the Mexican Government has been published in various languages for distribution at the St. Louis World's Fair, Mr. F. D. Barreto, the Vice-Consul for Mexico, draws attention to the flourishing condition of the country at the present time as compare with the year 1876. This work presents a brief history of that brilliant period during which Mexico has held the attention of the world, through the unexpected and intrepid way with which she commenced a life of modern civilization in the year 1876, and shows how the country has entered upon a flourishing period in which the school and the book are the workshop where the intelligence and ambition of future men are formed, and where the revival of lessons is everywhere heard, as the harmonious prelude of the hymn that a happy people sing in praise of work and peace. "The Mexico of yesterday" says the author of the book "has transformed itself like the mythical Phoenix, growing again from its own ashes, and springing to-day in all its strength side by side with the other nations of the old and new worlds, full of fame and decided to contend as a worthy athlete for the glorious conquests undertaken by the civilized nations in order to attain the summit of their greatness. A new case, worthy of study offered to the sociologists, the thinkers, the politicians and the statesmen. What has become of the ungovernable and revolucionist country of yesterday? Upon the same lands hollowed by the horses' feet, who like a sweeping whirlwind carried away the newly-sown fields spreading death and desolation upon their passage, green fields of growing harvests extend, themselves like an emerald carpet, their colour representing the hope of a rising nation. The farmer sows in those same furrows that were opened by the heavy wheels of the canons vomiting death and mowing down limbs of humane beings the seed that will grow into luxuriant harvests, the deserted homes in which the widow was mourning the absence of a beloved husband torn from her arms and the loss of a cherished son taken from her bosom by the revolutionary waves, shines a rising sun of great splendour in a cloudless heaven, and in its rays is felt the warmth that brings joy to the heart, songs and laughter are heard, showing that the hearts are gay and satisfied. There are no more fears, no more terrors, nor mourning in the hearts of those people, the husband is there, the son has returned, the soil cultivated, the cattle grazing securely and peacefully, the granary is filled, and peace and tranquillity reign in the hamlet of the poor workman as well as in the mansion of the rich. The smoke of the battle-fields has changed to incense pouring forth from the high furnaces of the manufactures, the warlike blowing of the bugles that roused against each other brothers filled with fratricidal hate has turned silent, and instead vibrates the whistle of the engines calling to their daily labour the workmen, to pay their tribute to the holy temples of humanity's work, animated by the divine spirit. In the meantime, sowing in the rustic cabin of the poor as well as in the opulent mansion of the rich the noble mission of science and righteous good that will educate the future ruler of the country, this mighty man passes, following his path of salvation. The new generation born amongst the harmonious hymns in progress and civilization will be the heirs to this inheritance, to keep it as a sacred deposit to pass, enlarged and glorified to the posterity."

THE GREAT CANAL SYSTEM OF CHINA.

SOME LESSONS FOR THE WEST.

The U.S. Consul at Hangchow, Mr. G. E. Anderson, in the course of his latest report, states that there are several features of the canal system of China, especially of the Imperial or Grand Canal, which can be studied with profit by the people of the United States. One of these is the use of the canal for the production of foot in addition to its use as a means of transportation. Allied to this is the use of the mud which gathers at the bottom of the waterway for fertilisation. Another is the use of every particle of plant life growing in and around the canal for various purposes. The Chinese secure a vast quantity of food of one sort or another from their canals. However, the water is supplied to the rice, it is evident that there must be a waterway leading to the field and back to a principal stream, which is generally a branch canal. These waterways naturally take up a considerable portion of the land, and the Chinese make as profitable use of them as of the land itself. The first use of the waterways is for fishing. The quantity of fish taken from the canals of China annually is immense. Along the canals in China at any time may be found boatmen gathering mud from the bottom of the canal, and as soon as the boatman has a load, he will proceed to some neighbouring farm and empty the mud, either directly on his fields—especially around the mulberry trees, which are raised for the silkworms—or in a pool, whence it is taken later to the fields. From this mud the Chinese farmer will generally secure enough shellfish to pay him for his work, and the fertiliser is clear gain. It is rich in nitrogen and potash, and has abundant humus elements. This dredging of the canals for fertilisers is the only way by which the Chinese have kept their canals in reasonably good condition for centuries. The fertiliser has paid for itself both ways. Recently there were complaints filed at Peking that the ashes from the steam launches plying on the canals were injuring the mud for fertilising purposes, and the problem has been considered a serious one by the Chinese Government. Where the canals are so many canals there is more or less swamp ground. In China this is used for the raising of lotus roots and nuts. There are duck farms all along the canals in China. These are profitable. The coming of railroads will affect the canals somewhat, but not so much as may be imagined, for the railroads are part of the Chioha Sea where gradients are steep.

DOUGLAS STEAMSHIP COMPANY.

THE NEW VESSEL FOR CHINA TRADE.

According to a local contemporary, the new vessel which is being built in England to the order of the Douglas Steamship Company is expected to arrive in Hongkong in August. That statement, however, on the authority of the general agents, is without foundation. No news has been received in Hongkong to the probable date of the new vessel's arrival here, and as there was no provision as to when the vessel should be delivered it is impossible to say when the vessel will be seen in Chinese waters. As a matter of fact, according to the Douglas Steamship Company, the vessel has not yet been launched, so that any statements as to the date of her completion and departure from England are purely speculative.

CHINA SUGAR REFINING CO., LTD.

"MANILA TIMES" ADMIRATION.

HONGKONG AND PHILIPPINE INDUSTRIES COMPARED.

When one reads of the extraordinary success which has attended the operations of the China Sugar Refining Company of Hongkong during the past year the discouragements and setbacks that have beset the sugar industry in these islands appear all the more dismal in comparison, and one wonders, not without some impatience, why it is that a demon of ill luck seems to dog many of the enterprises in foreign colonies, only a few hundred miles distant to thrive and prosper.

The China Sugar Refining Company, with a capital of two millions of dollars, Hongkong money, has been able to make a profit of a cool million dollars, or half its capital, during the past year. This in itself is a wonderful piece of news. But what is even more wonderful, in the Philippines, where a large part of the sugar grows that is refined in Hongkong, thus far it has not been possible for sugar refining to be made to pay, and the Malabon refinery, which, by the way, is under the management of a Hongkong firm, has remained closed four years in succession, simply running up an additional debit for money expended for the care of the machinery. Even though this refinery is being started again it is being done experimentally, and the future is by no means assured.

Why is this difference between the returns of a staple industry here and in Hongkong? We are in the land where the sugar grows; we have the advantage of the transportation question, for the raw material has to be brought from the provinces, whereas the sugar that is sent in Hongkong to be refined has to be transported from the province where it is produced, to Manila, Iloilo or Cebu, thence lightened over ship's side and carried across the China sea, to be lightered again, ashore to the mills, thus paying not only ocean freight but lighterage both at this end and at Hongkong, and wharfage. Besides, we are equally near the market, for the Philippines themselves consume large quantities of sugar, and the refined article can be shipped to China, where there is an ever-increasing demand for it, as cheaply at least as the raw sugar can be shipped to Hongkong for refining. Is there a curse over the islands, by which it is deemed that the ordinary and legitimate pursuits by which mankind are wont to secure sustenance and win wealth in other tropical countries shall not prosper; or is there some fatal defect in our laws which places our enterprises perpetually at a disadvantage when competing with the industries of other countries? Is it lack of governmental encouragement that keeps the sugar refining business limp and powerless, or is it the lack of intelligent management? We are honestly desirous of knowing, and are loth to censure anyone or the unfortunate fact that the Philippines are not enjoying the prosperity that every endowment of nature and advantage of commercial position gives them the right to expect. What we want is to have the matter taken up and the defect found and remedied, for beyond the question of a doubt there is a defect somewhere that can be remedied. It is a matter that reflects no credit upon us, or is there some fatal defect in our laws which places our enterprises perpetually at a disadvantage when competing with the industries of other countries? Is it lack of governmental encouragement that keeps the sugar refining business limp and powerless, or is it the lack of intelligent management?

The Chinese Daily News states that late arrivals from Port Arthur report that the whole railway line from Port Arthur to Dalny was in complete working order more than a month ago. The Japanese are using their own locomotives and carriage, and the railway gauge has then been narrowed along the whole line to fit the Japanese material. To the north-east of the fortress they have been busily exploding Russian landmarks. All the golden Russian eagles have been removed from the hills of the sunken warships. More driving metal has been received from Dalny, but so far no attempt has been made to raise or repair the Russian ships. Japanese workmen are actively clearing up all the old stuff lying about in the dockyard. A great quantity of old clothing and mattresses has been collected from different parts of the town as it has been burnt. Out in the town the Japanese are now collecting the bodies of the soldiers who fell during the siege, which they pile together in great squares near the village of Suishie. Kerosene is poured over the ghastly pyres and they are then set on fire. The Chinese now living in Port Arthur are reported to be anxious to get away from the town because of the constant rumours afloat among them to the effect that the Japanese have lost Liayang.

PRESENT CONDITIONS AT PORT ARTHUR.

The Chinese Daily News states that late arrivals from Port Arthur report that the whole railway line from Port Arthur to Dalny was in complete working order more than a month ago. The Japanese are using their own locomotives and carriage, and the railway gauge has then been narrowed along the whole line to fit the Japanese material. To the north-east of the fortress they have been busily exploding Russian landmarks. All the golden Russian eagles have been removed from the hills of the sunken warships. More driving metal has been received from Dalny, but so far no attempt has been made to raise or repair the Russian ships. Japanese workmen are actively clearing up all the old stuff lying about in the dockyard. A great quantity of old clothing and mattresses has been collected from different parts of the town as it has been burnt. Out in the town the Japanese are now collecting the bodies of the soldiers who fell during the siege, which they pile together in great squares near the village of Suishie. Kerosene is poured over the ghastly pyres and they are then set on fire. The Chinese now living in Port Arthur are reported to be anxious to get away from the town because of the constant rumours afloat among them to the effect that the Japanese have lost Liayang.

COMMERCIAL.

SHARE LIST.

Messrs. Benjamin, Kelly & Potts' quotations, to-day are subject to the following further alterations:

Star Ferries ... £28 b. (new issue)
China Sugars ... 224 b.
Farnham ... £1s. 15s.
Green Island Cements (old) £27 12s.
Do. (new) 17 12s.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 4th at 12.10 p.m. the barometer has continued to rise over China and W. Japan. In E. Japan it has fallen.

The area of high pressure is central over Mid China and pressure remains low over the Pacific to the South of Japan.

Gradients are slight on the China coast and moderate N.E. winds will prevail in the Formosa Channel.

Strong N.E. winds may be expected over the N. part of the China Sea where gradients are very steep.

Forecast.—Moderate or light N. winds; fair, cloudy.

SHANGHAI FREIGHT.

In their report of 30th ult. Messrs. Wheelock and Co. write:—A marked improvement has not as yet taken place in our Homeward Freight Market, and we must say that it still remains very dull. We cannot help feeling, however, that better things are in store for the near future.

Coinwise.—This market is distinctly better than at last writing, and rates are firmer all

WESTMINSTER GLEE SINGERS.

FINE CONCERT AT THE CITY HALL.

When the Westminster Glee and Concert Party were last in Hongkong they were handicapped by the presence of the Dallas Company at the Theatre, to say nothing of the miserable weather which then prevailed. But now that they have returned from Shanghai where they gave a most successful series of performances, it may be expected that all lovers of music in Hongkong will make a point of attending at least one concert. Last night, they opened in the City Hall the first of three evening performances. It is difficult to comment on the character of the programme or the singing of the artists without appearing to speak in the language of exaggeration. The fact is that Hongkong residents have so few opportunities of listening to really high-class, and at the same time popular, music, rendered by singers who are at the head of their profession, that one is apt to be sceptical when unlimited praise is awarded. The fact remains, however, that those who attended the concert last night were charmed beyond their utmost expectations. The singing of Madame Marie Hooton was even better than when she was last in Hongkong and in "The Bonnie Banks of Loch Lomond," "An Irish Lullaby," "The Ballad's Daughter of Islington," and a Norfolk song, "The Green Room," Madame Hooton had a variety of songs which thoroughly tested and proved the excellence of her rich contralto voice. Encores were eagerly demanded, and graciously given. The singing of the four male voices, combined with the four choristers, was as delightful as ever. The voices blended admirably, and the strong background furnished by the adult singers served to emphasise the beauty of the young voices. Mr. Huday Fraser sang "The Banks of Allan Water" with fine feeling and reserve, while Mr. Sternale-Bennett's bass was heard to effect in "King Henry's Song." Mr. Edward Branscombe rendered "The Irish Emigrant" with all his usual skill and tunefulness. As usual, Mr. Dudley Causton's humorous sketch of a village concert was provocative of great laughter. Altogether the performance was certainly equal to, if it did not indeed surpass, that previous concert given by the Westminster Glee and Concert Party; and many will regret their negligence if they fail to hear this unusually strong combination of musical interpreters. They are appearing in the City Hall again this evening, and tomorrow give two performances including a matinee at 4.30 p.m.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, England; Tobacco Manufacturers, have on the 9th day of February, 1905, applied for the Registration, in the REGISTER OF TRADE MARKS, of the following Trade Mark:

"LAISANG,"

Capt. P. M. Lake, will be despatched as above, on TUESDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 4th April, 1905. [43]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the AMSTERDAMSche LIKEURSTOKERY PT LOOTSJE DER ERVEN LUCAS BOLS OF DISTILLERY PT LOOTSJE, Amsterdam, Holland, Distillers, have on the 17th day of November, 1904, applied for the Registration, in the REGISTER OF TRADE MARKS, of the following Trade Mark:

"Frische 't heerse,

van de LEVER LIJCK BOLS,

ZEER OUDÉ GENEVER.

BOLS ZEER OUDÉ GENEVER.

Our Firm advantageously known all over the world since 1870, has had to suffer from diverse afflictions and calamities, and in order to prevent the sale of our goods under the name of "Praesens' Lovers", all our bottles have to be accompanied with labels bearing our registered mark.

in the name of AMSTERDAMSche LIKEURSTOKERY PT LOOTSJE DER ERVEN LUCAS BOLS, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of GIN and LIQUERS, in Class 43.

The word "Geneva" is in use varied by the substitution

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	" LAERTES "	8th April.
GLASGOW and LIVERPOOL	" CHINGWO "	15th April.
GLASGOW and LIVERPOOL	" TELEMACHUS "	17th April.
GLASGOW and LIVERPOOL	" DIOMED "	21st April.
GLASGOW and LIVERPOOL	" CALCHAS "	29th April.
GLASGOW and LIVERPOOL	" DEUCALION "	6th May.

S.S. "Laertes" left Singapore at 5 p.m. on the 3rd instant, and may be expected to arrive here about the 8th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	" MACHAON "	11th April.
*GENOA, MARSEILLES & L'POOL	" ALCINUS "	20th April.
AMSTERDAM, LONDON & ANTWERP	" KAI-SOW "	25th April.
AMSTERDAM, LONDON & ANTWERP	" JASON "	9th May.
*GENOA, MARSEILLES & L'POOL	" LAERTES "	20th May.
AMSTERDAM, LONDON & ANTWERP	" DIOMED "	23rd May.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	" TELEMACHUS "	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th April, 1905.

CHINA NAVIGATION CO. LIMITED.**FOR STEAMERS TO SAIL.**

CHEFOO, NEWCHWANG and TIENSIN	" CHIHLI "	5th April.
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE,	" CHINGTU "	8th
BRISBANE, SYDNEY & MELBOURNE		
AMOY, MANILA, CEBU and ILOILO	" KAIFONG "	10th
MANILA	" TAMING "	10th

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th April, 1905.

Shipping—Steamers.**CHINA NAVIGATION COMPANY,
LIMITED.****AUSTRALIAN LINE.**

REDUCTION IN PASSAGE RATES,
From 1st January, 1905.

**ALSO REDUCED FARES TO
MANILA AND RETURN.**

STEAMERS fitted throughout with Electric
Light, First Class Accommodation, Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
Tone Captain
" KWONG CHOW "..., J. P. MARTIN,
" KWONG TUNG "..., H. W. WALKER,

Leave Hongkong for Canton at 9 every
evening (Sunday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These fine steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and
YUEN ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.**S.S. "WING CHAI"**

Captain T. AUSTIN, R.N.R.

THIS steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 3.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on board, or at the Macao Hotel,
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
private cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First class passengers, who do not care to
return on the excursion Sunday, will be allowed
to do so the following day (Monday) on produc-
tion of the return half ticket. Should the
steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the captain, and the half ticket will be
available for the following day.

The steamer is lit throughout by Electricity.
The steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th November, 1904.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.****FOR MANILA.**

THE Company's Steamship

" LOONGSANG."

Captain G. S. Weigall, will be despatched as
soon as possible on FRIDAY, the 7th instant, at 4 P.M.

This steamer has superior accommodation
for first-class passengers, and is fitted through-
out with electric light and carries a doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd April, 1905.

**EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LTD.****FOR SYDNEY AND MELBOURNE.**

(Calling at Timor, Port Darwin and Queensland
Ports, and taking through to ports of Australia,
New Zealand, Tasmania, &c.)

THE Steamship

" AUSTRALIAN."

Captain McArthur, will be despatched for the
above ports, on SATURDAY, the 8th April,
at noon.

This well-known steamer is specially fitted
for passengers, and has a refrigerating chamber,
which ensures the supply of fresh provisions,
ice, etc., throughout the voyage.

This steamer is installed throughout with
the electric light.

A duly qualified surgeon and stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th March, 1905.

REGULAR STEAMSHIP SERVICE**TO NEW YORK,**

VIA PORTS AND SUEZ CANAL
(With liberty to call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905. About.

" LOWTHER CASTLE ", 19th April, 1905.

" SAGAMI ", 20th May, 1905.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 3rd April, 1905.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 29th March, 1905.

Shipping—Steamers.**FOR SINGAPORE, PENANG AND
CALCUTTA.****THE Steamship****" GREGORY APCAR."**

Captain J. G. Olifent, will be despatched for the
above ports, TO-MORROW, the 5th instant,
at 3 P.M. instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED,

Agents.

Hongkong, 4th April, 1905.

[419]

**CHINESE ENGINEERING AND MINING
COMPANY, LIMITED.****FOR SHANGHAI AND TIENSIN.**

THE Company's Steamship

" DR. HANS JURG KIAER."

will be despatched for the above ports, on or
about WEDNESDAY, the 5th instant.

For Freight or Passage, apply to

SHEWAU, TOMES & CO.,

Agents.

Hongkong, 3rd April, 1905.

[436]

Consignees.**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.****FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE Company's Steamship

" LAISANG."

having arrived from the above ports, Consignees
of cargo by her are hereby informed that their
goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 5th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 3rd April, 1905.

[435]

**BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.**



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"NUBIA," Captain F. N. Tillard, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,972 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on the 20th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 25th March, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. ARMAND BEHIC ... 2nd May.
S.S. AUSTRALIEN 16th May.
S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th April, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask, 375 lbs. net ex Factory.
\$2.70 per Bag, 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:-

SIEMSSSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to:-

ARRATOON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

TO LET.

N. O. 3, CANTON VILLAS, KOWLOON.
Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 25th March, 1905. [411]

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.

Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAYA EAST.

Apply to:-

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:-

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO., LTD.
ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [60]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 } \$175,333	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex-change 1/11 9/11 = \$25.46 for second half-year 1904	1 1/2 %	\$275 (London \$78)
National Bank of China, Limited	99,925	\$7	\$7	\$191,973	\$21,668	\$1 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 } \$350,000 \$151,992 \$362,366 \$371,445	\$150,494	\$17 for 1903	6 1/2 %	\$285
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58	
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000 \$1,850,000 \$172,749	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$20,000 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$700 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$215,675	\$486,284	\$12 for 1902	7 1/2 %	\$160
Fire Insurances.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$216,675	\$320,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$218,444	\$360,372	\$34 for 1903	11 %	\$310 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000	\$8,832	\$1 for 1904	5 %	\$28 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000 \$216,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$5,000 \$200,000 \$18,444	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$261 sellers
Indo-Chin Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$123
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000 \$40,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 for 1904	9 1/2 %	Tls. 48 sales
Do. (Preference)	2,000,000	\$1	\$1	\$4,116	\$58,852	Tls. 4 1/2 final making Tls. 3 for 1904	7 1/2 %	Tls. 45 sales
"Shell" Transport and Trading Company, Limited	10,000	\$100	\$100	\$80,000 \$15,093	\$1,287	Interim of 1/- (Coupon No. 5) for 1904	5 %	37 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$100	\$55	\$400,000 \$21,755	\$21,231	\$10 for 1904	8 %	\$125
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153	Nil.	Final of Tls. 14 making Tls. 3 for 1904	10 1/2 %	Tls. 30 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 15.50	Tls. 15.50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of \$15 making \$20 for 1904	9 %	\$223 buyers
FEFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$40,812	\$3 for 1897	9 %	\$268 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000	\$58,987	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 35 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$20,000	\$16,355	No. 12 of 1/- = 48 cents	5 1/2 %	\$29
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000 none	\$7,820	No. 3 of 1/6 50 cents making G. \$1 for 1904	5 1/2 %</td	